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# THE TEAM OWNERS REVIEW

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MARCH, 1910.

THE TEAM OWNERS REVIEW.



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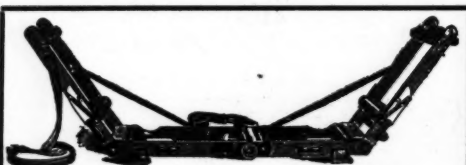
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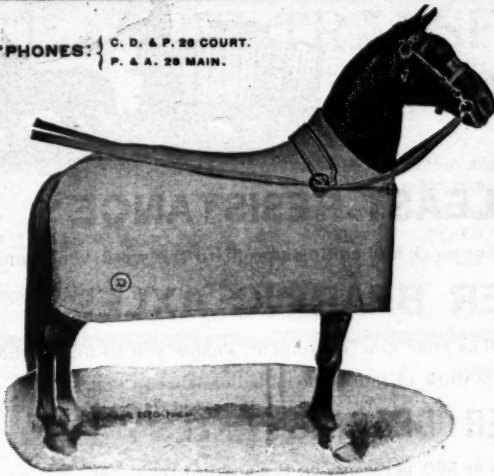
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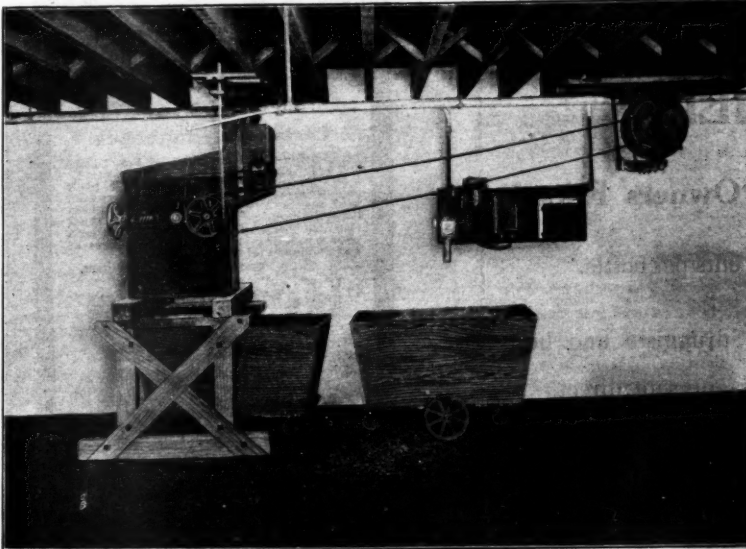
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## THE TEAM OWNERS REVIEW.



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which can be fitted on your old wagons as well as your new equipment, enable you to follow the line of least resistance, so that two horses can do the work of four at no added expense to you.

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reduce the draft 50 per cent. and earn as high as 500 per cent. on the amount they cost.

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Yours truly, Frank Meyer.

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Published Monthly.

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Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

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TEAM OWNERS REVIEW  
IS WORTH  
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AND THEN SOME.

# THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. IX.

PITTSBURG, PA., MARCH 1910.

No. 3.

## WOMEN AS HORSE DEALERS

Can women be successful as horse dealers? In Surrey, England, there lives a woman who has attracted a great deal of attention as a horse dealer, and who, according to common report, has found the profession rather lucrative, says an English paper.

She is said to have gained her experience in a training stable, where she established quite a reputation for her graceful and daring riding.

For some time past she has been a prominent figure at various fairs and at the London sales. She has entirely discarded the side saddle and skirt for masculine attire, as being more convenient for her purpose in showing off the animals she intends to buy or sell.

It has been suggested that by such an invasion of man's sphere this woman is perhaps opening up a new field for feminine endeavor, and the result has been a great deal of surmising as to whether a woman can really succeed in the business.

First of all, the David Harum of real life must know a horse as he knows the alphabet. He must be able to appraise a horse at a glance, and a horse is a very deceptive animal, as the story of many horse trades will bear evidence. The whole secret of successful dealing is the ability to tell exactly what the animal is worth, so as to buy him at a price that will insure a reasonable margin of profit. Otherwise the dealer might pay too much and possibly have to sell at a loss.

When buying a new horse, one must examine him thoroughly to tell whether he is sound and strong. The age of the animal is learned by a look at the teeth. The eyes must be examined in the proper light to detect blindness. The feet and legs must be felt and looked over, as the animal may be lame.

Then, too, the horse, like the ordinary human being, is subject to various ills and diseases, some of which are not at first apparent, but may be detected only after long training. Certain ailments, such as glanders, are contagious. This dis-

order is accompanied by a watery discharge from the nostrils, and may be detected by a hard, immovable growth in the glands of the throat. A good dealer never buys a horse without first feeling his neck for indications of glanders. However, there are many defects which are not so easy to discover, so the dealer is generally his own veterinary surgeon.

So a thorough knowledge of horses requires the work of many years spent in the handling and care of them. The successful dealer is usually the man who, raised on the farm or around the stable, has lived among horses ever since he was able to climb upon the back of one. Such an experience has always been considered outside of woman's province.

The dealer must also be able to work a horse properly and must know how to show him off for his own satisfaction, when buying, or for the satisfaction of a prospective customer. To handle a green horse requires the exercise of a certain amount of physical strength and skill not usually credited to a woman.

Again, the horse dealer comes into daily contact with a class of men who, although kind and gentle of heart, are often rough of manner and coarse of speech. They are not the class of men who care to deal with a woman or with whom a woman would care to be continually associated.

Horsemen admit that there are many women who can drive or ride a horse as well as a man, and they concede that it is possible for a woman to do well in the raising of polo ponies, or some such line. But when it comes to bona fide horse dealing, they see no chance whatever for the gentler sex.

Of course it is perfectly possible for a woman to invest her money in the business and have some one else do the real work, but then she would not really be a horse dealer. Moreover, those who are simply investors almost invariably lose their money, for the reason that the man who fully understands his business does not need a financial backer to help him. He wants to shift for himself and can build up a business of his own.

One dealer cited the case of a woman who



## THE TEAM OWNERS REVIEW.

formerly lived back of his place. A few years ago her husband died, leaving her a comfortable sum. Rather than have the money remain idle, she wanted to invest it in some business, and decided on horse dealing, as her husband had done a little in that line.

She put up her money and hired a man to run the business. He was familiar with horses, but knew nothing about buying and selling. The consequence was that in a short time the woman was penniless. Her loss then prayed so heavily on her mind that she lost her reason and ended by killing herself.

### DINED THE PRESIDENT

The members of the Chicago Commission Team Owners Association gave a dinner at the Union Restaurant on the evening of February 17. The affair was somewhat of a surprise party arranged to celebrate the return home of Mr. Abbs, the president of the organization, who for some time, has been sojourning in New Orleans and other cities in the South. He gave the dinner guests a little informal talk reminiscent of his trip and mentioned the fact that he had stopped off in Cincinnati, O., on his way home. In the Queen City, he said, he had met many of the members of the Team Owners Association, who, although he had only a little time to spend with them, entertained him most royally.

The dinner at the Union was a most enjoyable affair throughout.

### FREIGHT SHIPPERS LEGISLATE

The rival measure to the utilities commission bill made its appearance in the house of legislature of Ohio, at Columbus, O., a few days since, when Representative Edgar Ervin, of Meigs, introduced a bill to enlarge the scope and powers of the state railroad commission, which the Woods utilities bill abolishes.

The Ervin bill is the bill of the freight shippers, who are earnestly against the merging of the railroad commission into the more comprehensive utilities commission. The shippers have brought sufficient pressure to bear, to induce Chairman Crawford, of the House railroad committee, to give them a special hearing in protest against the utility bill.

The shippers' bill extends the authority of the railroad commission to supervision of interurban, suburban and street railroads, by revising the legal definition of a railroad to mean a railroad operated by steam, electricity or other motive

power. It gives the commission all the power to regulate railroad corporations, which the utilities commission would have under the Woods bill. It is given specifically the power to veto an increase in rates.

Under the Ervin bill any shipper may protect, when a railroad gives the requisite 30 days' notice of an increase. The commission must hear the protest and may cancel the new rate. At a rate hearing and on all complaints, the burden of proof is placed on the company. Freight scales are to be inspected by the commission.

### NOT ENOUGH GOOD HORSES

A table has been compiled from the statistics of the Census Bureau and the Department of Agriculture, which shows that the rise in the market value of horses has been all out of proportion in the last fifteen years to the increase in their number in the United States. From 1893 to 1908 the horse population, so to speak, increased 3,785,000, or 23 per cent. In the same period the gain in the number of human inhabitants was 21,979,000, or 33 per cent. But the increase in the value of the horses in this country was no less than \$875,300,000, or 88 per cent. These facts will astonish many persons who have supposed that the growth of the automobile interest has been very adverse to the horse breeders and to the market demand for horses. On the contrary, the prices obtained for good horses, especially for heavy draft animals of blood and stamina, have risen far beyond the hopes of horse dealers a few years ago. Horses are worth about 50 per cent. more in proportion to their number than they were in 1893.

### SILVER TUBE IN HORSE'S MOUTH

In order to save the life of his favorite saddle horse, William E. Corey, president of the United States Steel Corporation, has had a number of veterinarians perform an operation on the animal which, in some features, stands unique in equine surgery.

Mr. Corey's favorite saddle horse is a large bay. Recently an affection of the throat developed which hampered the animal's breathing and strangulation threatened to cause death. After a consultation an incision was made in the horse's throat, the enlarged and inflamed glands being reduced and a silver tube then inserted to aid the animal in breathing. The operation has been pronounced successful. The silver tube, which projects from the horse's neck an inch, is so arranged that it may be opened and closed.

**LOW WHEEL WAGON SAVES LABOR**

R. A. White, Michigan.

While speaking at a farmers' meeting not long since, a man in the audience asked me if I had ever used a low-wheeled wagon. "Certainly," I replied. "What do you think of it?" was the next question. "I could not farm without it," was my answer. He then asked further questions and requested that I give a few of my reasons for being so enthusiastic about low-wheeled wagons. I did my best, and summarized; they are as follows: Of course, the saving of labor is the great advantage of a low-wheeled wagon. Did you ever figure out how much strength is wasted in lifting tons upon tons of manure from the ground to the level of a high-wheeled wagon? Carefully figured out, I estimate that the labor is at least one-third, if not one-half, more than when low wheels are used. If you don't believe it, try it for a while. I did, and convinced myself that I was going to own a low-wheeled wagon, even if I did without other things. I found and still find, for that matter, a lot of trouble in getting hired men to properly take care of manure. One of their complaints was that it is heavy work. When I got a low-wheeled wagon, I did not have quite so much difficulty, for they claimed that the work was much less strenuous.

Now I had another experience. On several of my fields round stones, commonly called nigger heads, crop up occasionally. These vary in size from 4 inches in diameter to 8 or 10 inches. About once a year we have to go over the cultivated fields and remove these stones. We used to use the old-fashioned stone boat, and I cannot explain exactly why we discontinued it, except that the boys got in the habit of using the low-down wagon, and whenever I asked them to do some stoning they seemed to hitch to it as a matter of course. They placed a board against the wagon, one end resting on the ground, and if the stone was too heavy to lift they rolled it up on the board. One reason they used the wagon was, I suppose, that they could haul a much larger load with considerably less draft.

Now, there is another use to which we always put it. That is the hauling in of corn fodder. When I was a boy, and for many years afterward, we used to haul our corn fodder on the ordinary standard wagon. The first shock or two went on easily, but as the load grew, it was very difficult to lift the bundles of fodder and place them on top. I usually had one man on the wagon to grasp the ends of the bundles, and the two of us got along fairly well. When I bought the low-

down wagon, I could not get my men to use anything else for hauling the fodder.

We also grow from two to five acres of potatoes each year. These are dug at the proper time, and picked and placed in bushel boxes. These boxes are lined up in rows, and at the end of the day the boxes are hauled to the storage house. Did you every try to lift several hundred boxes of potatoes? I used to do it, and one of the bugbears of digging potatoes was this matter of handling the boxes. Now we used the low-wheeled wagon and while the job is still no joke, I feel that it is not half as hard as it used to be. One of my neighbors has an apple orchard. The summer varieties are picked and placed in boxes and shipped that way. He uses the low-down wagon for handling his boxes, and finds it exceedingly convenient for hauling them.

My first experience was with wooden wheels. These did well enough, but, of course, the wheel is the weak point in any wagon, provided it is not a good one. It gives out first because it has to bear the brunt of the bumps. The peculiarities of its construction are such that after the paint is worn off, it is soon affected by the water and sun, and before very long the tires become loose, and eventually the wheel goes to pieces if it is not very carefully taken care of. A few years later I replaced the wooden wheels with those made entirely of metal. They have 6-inch rims, and are as good to-day after ten years as when I first bought them. Of course, the metal wheels are probably a little heavier, but they are practically indestructible, and add years of life to the wagon. These, as I told my audience, are a few of the reasons why I own a low-down wagon, and I repeated the statement that I would not be without one under any circumstances.

**EXPRESS COMPANIES IN SUIT**

Attorney General Simpson of Minnesota filed a complaint in St. Paul with the state railroad and warehouse commission against the Wells Fargo Express Company, the Adams Express Company, the American Express Company, the Great Northern Express Company, the United States Express Company and the Western Express Company.

The complaint alleges against the Wells Fargo Company, and the others contain similar charges, that its rates are unequal, unreasonable, discriminatory and extortionate and that 75 per cent. of each rate would be reasonable.

The petition asks that the commission establish a reasonable schedule of rates.

## NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

### *Boston, Mass.*

Boston seems to be up in arms and in good condition in regard to the waking spirit in connection with the teaming interest of Boston. I herewith attach the minutes of our last regular meeting, which shows that the interest is warming up and will soon be boiling. You will notice that we have got three entertainments up to the first of May, and then we are to have a general team owners celebration, which will be on the 17th of June. We have asked the official president to proclaim that day as the general national team owners celebration day for celebrating, and we hope the National Association will take action in connection with this matter. This was suggested by myself at the last meeting, you will remember, but no one seemed to do much about it, and we let it stand as long as we thought it good judgment, and then our association adopted this day.

The distemper in horses has very much subsided, and at present is in a normal condition.

I am sending you attached to this the minutes of our last meeting, which I think are complete and all right, and I am also sending you the records of the Work Horse Parade Association's annual election. The Boston Work Horse Parade Association is one of the noblest things in the country. It has done wonders for the horses in Boston, and it has changed the condition of the horses wonderfully. We shall hold our next meeting on the 30th of May next. I feel that every city in the United States of sufficient size, should hold a Work Horse Parade. It is one of the greatest charities that one can be interested in. We have started a new scheme to take care of old horses, to place them somewhere to be kept, if not too old to be disposed of, and if their condition is such that it is more advisable to have them killed, that the killing shall be done in a humane and respectable manner.

I have this day called a meeting of the Board of Directors of our Association, and also the two committees to meet at the Revere House on Friday of this week at six o'clock to make final arrangement as to our dance and whist party and theatre party, and also to appoint committees and place things in condition for the general celebration on the 17th of June, banquet will be served. Our next regular meeting will be held on March the second, which is the election of officers.

The condition of the streets of Boston is fairly good, a little slippery, but we are not covered up with snow, as the streets are fairly well cleared. The last snow storm did not reach us, but twenty

miles out the roads are covered from one foot to sixteen inches.

W. D. Q.

### *Boston Team Owners Hold Regular Meeting.*

A regular meeting of the Master Teamsters' Association was held on the above date at the Revere House, at 7 P. M., at which hour forty of the members sat down to the bountiful collation prepared by Landlord Harrison.

At 9 P. M. President Bray called the meeting to order. The secretary presented the applications of the Abbott & Fernald Co. and the Hoyt & Parker Co., for membership in the Association, also one from Mr. John Peach. These being in proper form and endorsed by the Board of Directors, on motion of Mr. Bowlby the above mentioned concerns were unanimously elected to membership.

The following proposed amendments to the by-laws, presented at the November meeting, were brought up for final action and accepted by the meeting without dissent:

#### 1. To add to Article 2d:

Whereas it is the object of this Association to secure to its members freedom from unjust and unlawful exactions, to settle difficulties between members and to promote a more enlarged and friendly intercourse among them. Now, therefore, if any member after an investigation by the Board of Directors shall be found guilty by said Board of interfering with another member's business or of cutting (by means of rebates or by any means whatsoever) the rates of another member established, or which may be established between said last mentioned member and any of his or its customers for the purpose of obtaining the business of said customer, such member found guilty as aforesaid shall pay this Association as liquidated damages the sum of \$500, which sum may be collected by the Association by due process of law.

Meetings of the Board of Directors held by reason of this amendment shall be subject to Article 6 of the by-laws.

It shall be the duty of the Board of Directors upon the written complaint of any member to investigate and take action upon any alleged offense under this amendment.

2. To amend Article 5, making the Board of Directors consist of twelve members, together with the five officers, ex officio, and all past presidents in good standing, without vote.

3. To amend Article 6, making seven members



of the Board of Directors constitute a quorum of that body.

On motion of Mr. Quimby it was voted: That the 17th day of June be called Team Owners' Day and be devoted to the meeting and recreation of members and their families in some manner to be devised by the Board of Directors.

On motion of Mr. Breen it was voted: To have a whist party and dance, same to be held before May 1. The Chair appointed the following gentlemen a committee to have this matter in charge. Messrs. W. D. Quimby, J. P. O'Riordan, W. H. Breen, M. J. Lynch, W. E. Loveless, J. Harron, A. Grimes, C. Bowen and L. A. Waterhouse.

On motion of Mr. Grimes it was voted: To have a theatre party some evening during the season and the following were appointed a committee to attend to details: W. D. Quimby, A. H. Weeks and C. Rowe.

On motion of Mr. Breen it was voted: That the Chair appoint a committee of three to endeavor to collect from outside truckmen, express companies, etc., enough funds to defray the expense incurred by the Association in opposing the laying of wooden block paving in several of the principal thoroughfares.

In this connection the Chair appointed the following committee: Messrs. W. H. Breen, R. H. Jenness and G. F. Stebbins.

On motion of Mr. Bowlby the secretary was instructed to carry on the March notice a statement that at the annual meeting the question of changing the name of the Association to "Team Owners Association of Boston" would be presented for action.

There being no further business the meeting adjourned at 10:40 P. M.

#### ***Boston Work Horse Parade.***

Adjourned annual meeting of the Boston Work Horse Parade Association was held at the Revere House, Boston, Friday, January 28, 1910, 6:30 P. M.

Present: President Merwin, Vice President Peabody, Treasurer Atwood, Secretary Armistead, Director Quimby.

It was voted to proceed to elect by ballot eleven directors, a treasurer and a clerk for the ensuing year.

On motion of Gen. Peabody, duly seconded, it was unanimously voted that Henry C. Merwin, Arthur Perrin, Joshua Atwood, 3rd, Lewis A. Armistead, Geo. W. Harrington, John H. Jewett, Francis Peabody, Jr., Austin Peters, Wm. D. Quimby, Benj. W. Wells and Charles L. Burrill be and hereby are elected directors of the Association for the ensuing year, and that Joshua Atwood, 3rd, is elected treasurer and Lewis A. Armistead is elected clerk.

On motion of Lewis A. Armistead, duly seconded, it was voted to proceed by ballot to elect officers for the ensuing year, and it was unanimously voted that Henry C. Merwin be elected president; Arthur Perrin and Francis Peabody, Jr., vice president.

That Directors Quimby and Burrill be appointed a committee to arrange for procuring advertisements in the catalogue, and that the president assign work as he sees fit to the directors, with a view of making a more even division of the work in hand.

W. D. Q.

#### ***Act Against Glanders.***

The board of directors of the Master Teamsters' Association of Boston at their last meeting some days ago took action on the question of how to protect the team owners against loss from glanders. It was finally decided to get up a petition and place it into the hands of the members of the state legislature of Massachusetts with the request to have an act passed by which the team owner will get full value for any of his horses, which are found to be affected by this dreadful disease. A resolution to that effect was passed and the petition is already in the hands of some of the members of the Massachusetts legislature.

That the demand of the team owners is perfectly justifiable goes almost without saying. There is already a law in existence, which protects the farmer in case he loses a cow, and which gives him the value of that animal. Now the horse is to the team owner one of his chief assets, and an epidemic of glanders in his stable is liable to ruin him. Is it not fair therefore that he should get the proper redress, especially as it is not his fault that the glanders attacked his stock, and also because there is really no means by which he can protect himself against this scourge?

The only way by which the horses can be protected from glanders is to have the disease absolutely eradicated, and doing this effectually means the destroying of every animal, which shows any symptoms of the attack. This object, however, can be attained only, if the government will guarantee the owners against loss, in case glanders shows itself among their stock. At the present time the owner, who finds a case of glanders in his stable, will get rid of the animal with as little loss to himself as possible, never considering that he is laying up trouble for someone else, and much as this may be deplored, it is not to be wondered at. It is human nature, although it may not be of the loftiest kind.

Give the owner full protection for the value of his horse and he will, upon discovery of a case of glanders, have it immediately reported and investigated. This will mean an eventual eradi-

cation of the dread scourge, and until that is accomplished glanders\* will ever remain a menace to this country's live stock.

#### *A Hardy Teamster.*

"What are a few odd cuts and bruises to a young man like me," remarked Daniel Short, who is reputed to be 101 years old, as he walked out of the Cambridge Relief Hospital, Boston, Mass.

With his injuries dressed, he mounted the seat of his wagon from which he had been thrown a short time before and drove off with a grin.

Short is reputed to be the oldest teamster in Greater Boston. While driving along Cambridge street he became pocketed and the wheel of his wagon struck the wheel of another. Short was thrown to the pavement. He refused assistance, climbed back and drove to the hospital.

He sent this message to his employers: "Just tell 'm I'll be round in the morning." (Mr. Frank M. Babcock of Boston, who sends us this story, refuses to vouch for the accuracy of the facts, but it makes "good readin.")

#### *Must Use Sound Horses.*

Contractors in Boston, Mass., will be obliged to use much better horses than at present, if they intend to work for the street department, according to orders issued recently by Supt. Emerson of that city.

A new draft of contract was made by the superintendent of streets which provides for a better quality of horses and the manner in which they shall be fed and cared for. Changes are:

"Horses must be young stock, in good condition of flesh and spirit. Horses lame, having open sores or otherwise crippled or disfigured will not be allowed on the work. The contractor shall allow inspection by veterinarians appointed by the superintendent, and no horses or equipment pronounced unfit shall be used on the work.

"No payment will be made for teams that are rejected upon reporting for work as unsuitable."

#### *Cruelty To City Horses.*

To the Editor of "the Boston Advertiser": I have just read an account of the cruelties inflicted by contractors upon horses working for the city of Boston in Dorchester. For nearly a year the Boston Work Horse Parade Association has been trying to induce the city government to take some interest in the treatment of horses at work for the city, but owned by contractors. Many of these horses are grossly abused; many of them are owned by men who are notorious for cruelty to animals, and have been prosecuted and com-

plained of time and again by the M. S. P. C. A. Our association could show the street department, if that department were interested in the subject, in a certain stable, a whole row of big, gaunt, half-fed, wretched-looking horses, standing in narrow stalls, much too small for horses of their size—and these unfortunate creatures have been working for the city of Boston since last April. There is no economy in using such animals—it takes four of them to do the work of two well-fed horses.

HENRY C. MERWIN,  
President Boston Work Horse Parade  
Association.

#### NEEDLESS HARNESS

Horses are placing mankind daily under everlasting obligations to them, says Secretary Pershing of the South Bend, Ind., Humane Society, but how cruelly and thoughtlessly are they repaid by those who are most indebted to them. A horse is a noble animal; patient, kind-hearted, self-sacrificing, willing to work till he dies in his tracks, uncomplaining; a lover of kind treatment and who is willing to work a whole lifetime with no other compensation than his bed and board.

Of the many things which make the daily life of a horse miserable, two are blinders and the tight checkrein, the worst parts of a horse's harness. Very many people believe that they are part and parcel of a horse and that he would not be a horse without them.

The majority of horses could readily dispense with blinders, and all could if they had never been invented. Blinders were first used by a nobleman in England to hide a defect on his horse's head and later they were found excellent locations for the displaying of his coat-of-arms.

A horse's head was never intended for blinders, for his eyes are so set in his head that he can see behind him without turning his head and, of course, the blinders deprive him of seeing the very things he should see, for his own safety as well as his driver's. A horse's eye is a beautiful object and it is a shame to cover it.

Whenever I see a man driving a horse without blinders I always feel like stopping him and shaking hands with him. A horse's head is the best part of him and should have on it as little harness as possible.

Another instrument of torture to a horse is the tight checkrein. It is responsible for poll-evil, abscesses, sprung knees, paralysis and disorders of the brain and muscles. It spoils his appearance and detracts from his free and graceful movements.

**MOVE FOR PURE FEED**

Manufacturers and officials representative of a large portion of the United States were in conference in Washington, D. C., not long ago to draft a uniform law with regard to the proper constituents of feed, which measure it is proposed to have passed through the legislature of all the states. Thirty-three states now have feed laws, but it is expected that by the adoption of a uniform law by the states all variance in the regulations will be eliminated. The manufacturers present are members of the American Feed and Manufacturers' Association. The organization comprises forty-five leading feed manufacturers of the United States, owning approximately 150 plants.

A resolution indorsing the draft of the proposed law which was drawn up by a special committee was adopted. The measure provides for the inspection under the supervision of the agricultural departments of the various states of commercial feeding stuffs. A penalty is prescribed for misbranding and adulteration and it is stipulated that the weight, ingredients and analysis of the feed shall be plainly marked on the outside of the package. The individual states will now be asked to pass the law.

**LIABLE FOR PARCELS**

In common pleas court in Philadelphia, Pa., a jury held the Pennsylvania Railroad Company liable for the full value of baggage lost in a 10-cent package room at one of its stations in New York.

The company contended the charge did not impose upon it any obligation beyond \$10.

The judge said the company has assumed the safekeeping of the baggage, and its failure amounted to violation of contract. The jury rendered a verdict of \$254.25, the full amount of the claim, with interest. The company will appeal.

**CONTAGIOUS DISEASE**

When a particular disease runs through a stable, it does not by any means follow that it has been introduced or spread by infection or contagion, on the contrary faulty stable accommodation or bad ventilation, or bad drainage, or neglect on the part of help, and such like causes, are often

sufficient to develop widespread disease among the animals subject to same cause. When a disease breaks out suddenly in a stable and several animals are attacked at once, it usually depends on their all being subjected to the same noxious influence. In other words, similar causes produce similar effects. The causes, whatever they may be, usually affect first those animals which are weak and predisposed to disease of any sort, afterwards those which are less predisposed, and ultimately may affect all those in the stable. The disease is then said to be, and is by many believed, to be infectious or contagious.—Horse World.

**FOUR MEN ARRESTED**

Four young men of the North Side, Pittsburgh, Pa., have been arrested and the police believe they have caught the thieves who have been robbing delivery wagons almost daily for several weeks. Policeman John Neville saw Adam Schultz, aged 19, at the rear end of a wagon and caught him in Robinson street after a chase of several blocks, meanwhile emptying his revolver at the fugitive. Schultz lives at 856 Carpenters alley, and later his brother, Andrew Schultz, and Frank Youlkowsky of 229 Voegtly street, North Side, were placed under arrest when they called at the station to ask about Schultz and George Vance of 410 Madison avenue, who was arrested with Schultz.

**A NEW KIND OF A HORSE DOCTOR**

Henry Hudson drove down from Denton county to Dallas, Tex., and when he reached there his horse seemed to be sick. Otto McAlester happened along just then, and to him Henry confided his troubles.

"Give me \$5 and I'll cure your horse," Otto said. "I'm a horse doctor and I make my own medicine."

Henry "came across," and Otto left him to watch the horse until he could get the medicine. Henry waited a long time. Then he searched for Otto, and found him slumbering peacefully in the back room of a saloon. When awakened Otto said he was a faith cure horse doctor and was giving absent treatment to Henry's horse. Henry, however, called an officer, and Otto is now building country roads without expense to the county.

The horse? Oh, it got well.

**EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY**



## Among The Associations

### Philadelphia, Pa.

At the present time we have no news of special importance other than our new officers have been installed, and we are making arrangements for our banquet which will take place in the very near future. We are also looking forward to our annual convention.

We are having some trouble with the railroads in reference to congestion of freights at the various depots and steamship piers, but hope to have this all adjusted in very short order.

PHILADELPHIA TEAM OWNERS PROTECTIVE ASSO.,  
THEO. GABRYLEWITZ, Secretary.

### Buffalo, N. Y.

That, "In Union is Strength," is exemplified by the Buffalo Trucking Association. Being hampered considerably by an unheard of fall of snow and a winter with all the worst conditions ever experienced by even the oft vaunting "oldest residenter," those in the trucking line, employees as well as employed, have had the pernicious activity or officiousness and lack of judgment of several police officers to contend with and many a load has been tipped over, damage sustained and time lost that might have been avoided had the officer ordering the teamster to turn out into the deep snow, used a little judgment; not only that, but arrests were made during work hours, drivers haled into court, leaving loads standing in the streets undelivered, causing more loss of time, etc.

The arresting and fining of a teamster of one of our members, which action was uncalled for in this instance, resulted in President Martin and a delegation calling upon the Superintendent of Police, M. Regan, who, when the happening was explained, and on investigation, the following day issued an order to the Force, calling upon the officers to use judgment, allow drivers with loads to drive to the next cross street to turn out, and not to take teamsters to the station houses, when arrest was thought necessary, but take name and address of driver and employer and notify them to appear at the station house the next morning. All team owners will appreciate what such an order means in the saving of time, etc., and it is another score for the B. T. A.

For the benefit of the Cartmen's Union and other interested parties I herewith submit a copy of order promulgated to the Force on this matter:

"Under the present conditions of the streets it is impossible to strictly enforce the traffic ordinance without persecution to the drivers and cru-

elty to the horses, so officers will use judgment in the cases coming to their notice, where heavily loaded teams are on the car tracks to not turn them out in the block, where it is almost impossible for the horses to turn the wagon over the ridges of ice, alongside the tracks, but allow them to go to the next cross street to turn out.

"In cases where you are obliged to make an arrest of teamsters with heavy loads, do not take them to the station house, but take name and address of driver and employer and notify the driver to appear at the station house at 8 o'clock the following morning; should they fail to do so, then procure summons for them.

"In following out this order a great deal is left to the judgment of the officer to settle cases, so that all parties interested will be satisfied, and they will be upheld in so doing.

"M. R., Supt."

"Lots of winter, with lots of cold weather, lots of trouble and lots of business"—yes, lots—is the expression of most of Buffalo's larger trucking firms, especially our members. They have all been busy, and when not with work of their own it was helping out other members, thus the spirit of co-operation moves on among the Buffalo Trucking Association.

LOUIS DEBO, Secretary.

### Kansas City, Mo.

The best meeting of the many good ones the Kansas City Team Owners have ever had was held at the Sexton Hotel, the evening of February 3, where were gathered around the festive dinner table, about 60 of the team owners and their friends.

The speakers of the evening were: Mr. Wentworth E. Griffin, Mr. J. S. Cannon, Mr. J. L. Darnell, Mr. E. R. Weeks, and Veterinary Surgeon Dr. Brown. Mr. Griffin spoke on the necessity of the association adopting an emblem to distinguish the members' teams from others so that in case of trouble, the police or Humane officers could know at once who to communicate with. Dr. Brown's address was filled with useful knowledge to the team owner on how to keep off disease from the horse. Dr. Brown laid great stress upon the ventilation of our stables, and advised more care of the horse. Mr. Cannon spoke on the development of our water front, the building of wharfs and warehouses, and the transportation of merchandise to and from the same. His address was complete with statistics, and many of

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his ideas and suggestions were along lines already adopted and planned by the team owners. City Engineer Darnell let us in on one or two of his pet schemes, perhaps the most important of which is a southern outlet from the West Bottoms to the southern part of the city, without the heavy grades now necessary. All hail his many good plans, and the team owners hope to see action along some such lines. Mr. E. R. Weeks, president of the Humane Society, spoke of a new watering trough about to be adopted by the society. You can readily understand what an important question this is to the team owners, and much attention was given him. The National Secretary, as usual, spoke on the merits of the association, earnestly urging the members to harder and more consistent work to increase the membership of the association. Mr. Bancroft told of the many advantages that the members had over the non-members. His remarks were certainly appreciated because he received four applications at the close of the meeting.

A good time does not nearly express our appreciation of this meeting, and we hope Kansas City will have many more in the future.

#### Cincinnati, O.

At the last regular meeting of this association held in January, inauguration of officers took place for the year 1910. The newly elected officers are the following: President, Mr. Samuel Bailey, Jr.; first vice president, Mr. Charles Schroeder; second vice president, Mr. Louis Brouwer; scoring secretary, Mr. H. Stueve; financial secretary, Mr. E. H. Franz; treasurer, Mr. William J. McDevitt. Executive committee: Mr. George Reichel, Mr. J. J. Lambert.

After the installation of officers a luncheon was served, Mr. Bailey acting as toastmaster of the evening.

The association presented to our retiring president, Mr. George Reichel, a beautiful diamond studded chain and charm for his active and untiring efforts in making this association a success in his two years of office.

We had the pleasure of having Mr. Abbs, president the Chicago Commission Team Owners Association, at our executive meeting, Thursday evening, February 10, on his way home from Chattanooga, Tenn., and only regret his stay being limited that we did not have time to show him more of our great city.

HARRY STUEVE, Secretary.

Thirteen horses owned by Simms & Co., bridge contractors of Wilmington, Del., perished when Frederick Ewing's farm stable, near the Baltimore & Ohio bridge across Brandywine creek, was burned.

### A SENSATIONAL RUNAWAY

AUBURN WAGON IN A THRILLING RUNAWAY THAT  
WOULD HAVE SMASHED ANY OTHER MAKE—  
C. V. OFFICIAL NOTICES IT.

Mr. Max Robinson, the popular manager of the Auburn Wagon Works, is in receipt of the following letter from Mr. J. L. Eysmans, general freight agent of the Cumberland Valley Railroad, with offices at Chambersburg, Pa.:

"My Dear Mr. Robinson.—I thought you might be interested in learning of the details of a runaway that occurred here yesterday, in which an Auburn two-horse wagon figured most conspicuously.

"The scene of the incident was in the street opposite the C. V. R. R. general offices. This Auburn wagon, partly loaded with sand, was drawn by two heavy draft horses. The horses while charging at full speed, the driver having been left behind, selected the brick side-walk as their route. First the wagon struck stone steps in front of our building, breaking off a corner, then struck a maple tree about 13 inches in diameter, slightly decayed, breaking it down flush with the pavement, the tree falling into the wagon; again regaining full speed the wagon struck another maple tree about 16 inches in diameter, where it stuck fast. The shock was so great as to cause the horses to break loose from the wagon, carrying with them the tongue, which came loose by the shearing off of the bolt.

"The only damage done to the wagon was the broken tongue bolt, split double-tree and tail-gate, the latter damage having been done by the falling of the tree into the wagon.

"Considering the battering that the wagon received, it was amazing, if indeed not miraculous that it was not torn to splinters, instead of coming out of the fray with no material damage. As a result of this test, we have heard many complimentary remarks in connection with the stability and construction of this Auburn wagon; some one remarked that "next to the Auburn wagon comes Mallet locomotive."

"Very truly yours,  
"(Signed) J. L. EYSMANS,  
"General Frt. Agent."

Gordon Thurston of Shelbyville, Ind., several weeks ago gave his horse a small chew of tobacco to cure an ailment from which the animal was suffering. Since then the horse has acquired the tobacco chewing habit and uses almost a package of "scrap" each day.

### ADVERTISING FREIGHT SERVICE

BY J. GEORGE FREDERICK.

Though the public knows it only through political bickering over rebate practices and rate regulation, the freight traffic is the very life blood of American railways.

During September, 1909, for instance, the freight revenue of all the railways in this country totaled \$167,670,796—an increase of over \$18,000,000 since September, 1908. Contrast these totals with the passenger traffic income—\$60,674,686 in September, 1909, and seven millions less in 1908. The freight revenue is therefore generally almost two-thirds larger than passenger revenue. (If the income from mail and express carrying were added it would be well over two-thirds).

Now, in the past ten years the railways have been widely educated in the value of advertising for passenger traffic. They took years to become educated, but they are educated at last. The stoppage of the pass nuisance has made them realize the creative value of display advertising, whereas they once considered it a shoestring, because they could dicker for it on almost any terms.

Of late years passenger advertising has developed into one of the most vital and aggressive policies of railway management. Summer resorts have been developed and sustained, thousands of acres colonized, towns built up, and the traveling habit of the American public greatly stimulated by strong advertising. In the last ten years the railways of America and Canada have spent over \$20,000,000 in various forms of passenger advertising—advertising which they confess has even powerfully influenced freight business. The gross passenger earnings of the railways have grown from \$265,000,000 in 1896 to \$575,000,000 in 1908. The passenger income has been *doubled*, while mileage has increased only twenty-five per cent.

No stronger vindication for aggressive advertising policy in developing passenger traffic can be desired. It is now a policy which even the big conservative roads have adopted and are regarding as matter-of-fact productive expense.

But why is not freight service advertised?

There is a more nerve-racking scramble made for freight traffic by most railroads than for passenger traffic; and on at least one road the cost of soliciting freight traffic is *three times as great* as the cost of soliciting passenger traffic, even though advertising is a part of passenger solicitation expense and not of freight expense.

It is easy to see why. At present the conception of "live" freight solicitation is to keep a cloud of solicitors strewn all over the surface of the country, each chasing "tips" with feverish eagerness and by no means relishable persistency. A

prominent advertiser opened his mail one morning not long ago and found an order for goods from a point west of the Mississippi. He had scarcely had time to file it, when he was clamorously besieged by a freight solicitor who "had information" of the order and yearned to have the manufacturer route the goods over his line. His road had gotten the tip from the consignee.

Reasons? No, he had miserably few, and those were entirely general. He had not a specific argument to offer—his entire solicitation depended upon his "being there first" and his persuasive personality. A bit of circularizing is done only when a new line or a new service is established, and this only by *some* roads. Many a road has a freight service and connections which the majority of shippers know nothing about.

The real reason why the idea of advertising freight service has not been broached very often, is that a freight campaign is a bit hard to see, until you have examined the facts. The freight men themselves are in exactly the same position with regard to advertising that the traveling salesmen in general business have been. They are so steeped in the traditional methods of freight developing that any new plan of co-operation not only seems revolutionary and visionary, but also a direct encroachment on their domain. Even advertising men have been few who could see that there are other things beside those universally used, like soap, which could be generally advertised.

Let us examine the reach and appeal of a railway's freight service. Take the Lackawanna Railway, for example—a railway which already has most notably progressed in appreciation of more modern methods. It was the one to originate through or "manifest" freight service, by which definite promise of time in transit to certain points is made, and the through service attested by means of checking stations along the line, at which the train must report to the superintendent and hold to time schedules.

The Lackawanna road itself runs between New York and Buffalo, but it offers freight service on a time schedule to Indianapolis, Peoria, Chicago, Kansas City, St. Paul, and a wide range of Western service. It has traffic agents everywhere in the country—from Boston to San Francisco, and it seeks traffic everywhere that funnels into the Lackawanna as a terminating or as a starting line. The aim of its big traffic staff is to get freight routed via the Lackawanna. Scarcely a part of the country is not fertile ground for traffic development.

Who are freight shippers? Three classes, mostly—manufacturers, wholesalers and team owners. There are about 254,000 manufacturers in this country, about 55,000 wholesalers and about 75,000 team owners. But these are by no means the only ones important to reach. The retailers,



the largest single class of receivers of freight and who in most cases specify freight routes, numbered in 1909 very close to 1,000,000. But there are still other factors. Commercial travelers, of whom there are 98,000; and bookkeepers and clerks, of whom there are 920,000, and packers and shippers, of whom there are 62,000—are all to be considered in the matter of choice of routing freight, for they frequently have entire authority in the matter.

In addition, there is almost another million of fruit growers, stock raisers and farmers who use freight service. The mail-order houses have built up a big rural freight business.

This makes a total of 3,329,000 people, the greater proportion of whom are actively engaged in making freight decisions, while the rest have a very near-relation to it. Here is a mass upon whom absolutely depend the expenditure of the \$1,650,989,952 which were paid for freight in the fiscal year ending in 1909.—*Printers' Ink.*

#### AFTER STORAGE MEN

District Attorney Whitman of New York and Public Prosecutor Garven of Hudson County, N. J., have had a conference on cold storage matters. Mr. Whitman said after the conference the New York authorities and Mr. Garven will work together to bring to an accounting proprietors of cold storage plants who have their warehouses in New Jersey and their offices and wholesale and retail salesrooms in New York City.

#### BURIED HIS HORSE

Lord Dacre, who died fighting for the Lancastrians at Towton, England, in 1461, directed that if he were killed in the battle his favorite war horse should be buried in the same grave with him. According to his wishes, when his interment took place in Saxon churchyard, after the battle a tremendous grave was dug, and in it the warrior was buried, seated upright on his horse. For centuries reflections were cast upon the accuracy of this tradition, but some years ago while excavations were being made close by the reputed burial place of Lord Dacre the pick of a digger struck into a great bone, and upon further search being made the skull of a big horse was brought to the surface. As this was found almost at the very spot under which the body of Lord Dacre was said

to lie it was accepted as confirmation of the tradition, particularly as the skull was found to be standing vertically in the soil. The skull was replaced carefully in its original position and the excavation filled up.

#### OLDEST VEHICLE IN AMERICA.

What is claimed to be the oldest vehicle in America is in possession of the chamber of commerce, Los Angeles, Cal. It was made by the Pueblo Indians of Tesuque, a village nine miles from Santa Fe, New Mexico, and was purchased in 1878 from a native named Alfonso, who at that time was 85 years old. His statements and the traditions of the village were to the effect that the big, clumsy ox cart, or *carreta*, was handed down from father to son for sufficient generations to place its origin in the seventeenth century. The cart is composed of wood and rawhide throughout, no metal being used in its construction. The wheels are heavy sections of sycamore, with clumsy, bow-like pieces of rim secured opposite each other on each wheel. The diameter of the two ungainly wheels is 38 inches. The axle is of hard wood and the 12-foot tongue consists of a single length of mesquite. The body of the vehicle is six feet long and very broad and high in proportion. It is of a rude, rack-like construction.

#### THE MOOR AND HIS HORSE

The horsemanship of the Moors is primitive and entirely successful, says the London Spectator. A Moor never walks when he can ride, and never by any chance gets off to ease his beast. How a Moorish pony would have chuckled at the weary walks enforced on tired men by well-meaning cavalry colonels in South Africa! He would have said to himself: "I don't think much of animals that can't carry fifteen stone fifteen hours a day; I must be a really superior kind of beast."

The Moorish horse always spends his night in the open; he is never groomed nor clipped; his youth is passed wandering untended over the vast fields. When in work he gets all drink before his feed in the evening. From 7 A. M. to 7 P. M. he expects to work and to work hard without bite or sup. His saddle is a wooden tree superimposed on at least half a dozen folded blankets, the thickness of which often reaches six inches, and he never gets a sore back.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

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W. D. QUIMBY,.....NEW ENGLAND REPRESENTATIVE  
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THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livestock Stable Owners, etc., etc.

### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.

To Foreign Countries, \$1.50 per year.

If you wish your address changed, be sure to give the old as well as the new address.

### ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
PITTSBURG, PA.

Vol. IX

March, 1910.

No. 3.

Some years ago THE TEAM OWNERS REVIEW printed an article in which we suggested to the freight departments of the various railroads the advisability of advertising. We followed this up by sending letters to a number of general freight agents on the same subject; but whether we did not make our points clear, or whether the freight agents thought we did not know anything about their business, at all events, we did not find many who agreed with us. Nevertheless, we do know

that many team owners when routing a consignment of goods to a certain destination will first post themselves thoroughly regarding the best road to ship by before they make the shipment.

J. G. Frederick, a writer in *Printer's Ink*, recently wrote an article on the same lines, and as many freight agents do read THE TEAM OWNERS REVIEW but not *Printer's Ink*, we partially reprint the article by Mr. Frederick in another part of the paper. At the same time, we reiterate what we said on a previous occasion, that THE TEAM OWNERS REVIEW offers the freight departments of the railroads an opportunity of bringing before one of the largest class of business men in this country who control shipments, the team owner, the advantages of their system for the handling and shipping of freight.

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The movement among feed manufacturers for the establishment of a uniform law in all the States of Union, having for its object the inspection of all feeding stuffs by the agricultural departments of the various States, is a very good one, and we hope it will soon materialize. It will be a protection, not only to the horse owner, but also to the honest feed dealer, and will undoubtedly do away with many impositions and adulterations, which in some places flood the market.

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It is very gratifying to note that at least one—The Master Teamsters' Association of Boston—is going to celebrate a Team Owners' Day, next June. This project was first suggested by Mr. Quimby of Boston at the National Convention. THE TEAM OWNERS REVIEW recognizing the plan as a very excellent one endorsed it and advocated its adoption. For some reason, however, it has not been taken up anywhere else except in Boston; but we predict that the undertaking will be so successful, that in years to come the

Team Owners' Day will become a regular annual institution. If President Tevis will issue a proclamation naming a day for the purpose it will go far to make the custom a general one.

## OFFICIAL NEWS

### MEETING OF THE NATIONAL BOARD OF DIRECTORS AT CLEVELAND.

A very successful meeting of the Board of Directors of the National Team Owners Association was held in the city of Cleveland, Ohio, January 10, 1910. A remarkable feature was the attendance, all but three of the directors being present, and all three sending their regrets, and very reasonable excuses.

The meeting was called to order by Mr. Hupp Tevis, president, who stated the reasons for the meeting, and outlined the work to be accomplished. The matter of publishing the Annual Directory was taken up, and it was decided that the same should be published. It was agreed that each Association should send in any advertising matter to the secretary they could secure. The Directory is to contain a complete record of the names and addresses of each member of all Associations, and to accomplish this, each secretary of every Association must send a complete list of their members to the National Secretary at once, giving the names and addresses of all members, carefully prepared. This list must be in the hands of the National Secretary not later than April 15, 1910. Secretaries of all the Associations will please read carefully and comply with this request. The question of raising money to carry on the work of the National Association was carefully discussed, and it was decided that to extend the Association and organize new Associations, a fund must be established to carry on the work.

For this purpose it was decided to establish an "Extension Fund," the detail plans of which have been explained before this. It is hoped that every member will interest himself in this work, and assist to carry it forward to success. No organization can stand still. We must either go backwards or forwards. Our Association needs every individual member's help at this time, and the officers expect, and should receive yours.

The members of the Cleveland Association, certainly prepared an elaborate entertainment for the Directors. The hospitality shown was appreciated by every Director. Every Cleveland Team Owner

seemed to vie with the other to do something for the comfort and convenience of the Directors, and the rising vote of thanks given them, but feebly expressed the sentiments of every Director present.

A committee to revise the by-laws was appointed, this committee to report at the next Annual Convention to be held in Cincinnati, the week of June 20, 1910. The committee consists of Mr. T. J. Cavanaugh, 79 La Salle street, Chicago, Ill., chairman; Mr. George A. Pratt, 130 First avenue, N. Minneapolis, Minn., and Mr. W. H. Fay, 1452 W. Forty-eighth street, Cleveland, Ohio. All amendments and suggestions should be mailed to W. T. Bancroft, National Secretary, 211 Bayard avenue, Kansas City, Mo., at once, so that the committee may have time to thrash the matters out, and thus save time at the convention.

W. T. BANCROFT, Secretary.

### CONVENTION FARES.

Secretary W. T. Bancroft of the National Team Owners Association has communicated with the General Passenger Agents of the large railroad trunk lines with a view of obtaining reduced railroad rates for the delegates to the Cincinnati convention, which will be held June 20. THE TEAM OWNERS REVIEW will apprise its readers of the outcome of this correspondence in due time.

### A NEW ASSOCIATION.

I am very happy to report that the team owners of Quincy, Ill., have formed an organization and they have elected the following officers: Philip J. O'Brien, president; James Sullivan, Jr., vice president; C. W. Breitweiser, second vice president; Louis M. Miller, secretary, and G. H. Mester, treasurer. I believe the association will be a great success and will soon be in a flourishing condition. I have great hopes that in the near future other new organizations will be formed.

W. T. BANCROFT,  
Secretary N. T. O. A.

### FIGHTING A TRUST

Liverymen in 15 Staten Island, N. Y., towns have organized to fight what they call "the undertakers trust." They will send notices to the relatives of every person dying in Staten Island, offering to supply coaches for the funeral at half the price charged by the undertakers. The liverymen charge that the undertakers have been charging exorbitant rates.

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## MONTHLY MARKET MOVEMENTS

The Crandall Horse Co. of Buffalo received for sale the other day 520 head of horses, among which lot fine draft horses up to 2,000 pounds were plentiful. The cold weather has had some effect upon the horse market and prices have been sagging. It is thought, however, by experts that this condition is only temporary.

In Chicago the conditions of the market have been more or less unsatisfactory during the month of February. As a rule the supply was far ahead of the demand, and sales were made in many cases considerably below the average.

In St. Louis, the market was also flat in the main, an interesting feature, however, The Horse World states as being an unusual demand for heavy draft horses from the South. This, it would seem to be accounted for by the fact, that there is a great deal of contracting work done now in the Southern States.

## Hay, Straw and Mill Feed.

PITTSBURGH.—Mill Feed: White middlings, per ton, No. 1, \$32@33; No. 2 middlings, \$29@30. No. 1 brown middlings, \$27@28; wheat bran, coarse, bulk, \$28@28.50. Oil meal, \$36@37 per ton.

Corn: No. 2 yellow ear, new, 68@69c; No. 3 yellow shelled, 64@65c.

Oats: No. 2 white, 51@51½c; No. 3 white, 50@51½c; No. 4 white, 49@49½c.

Hay and Straw: Hay, No. 1 timothy, \$10.50@20; No. 2, \$18@19; No. 1 clover, \$18.50@19; No. 1 mixed, \$18.50@19. Straw, No. 2 oats, \$9@9.50; No. 2 wheat, \$9@9.50; No. 1 rye, \$10@10.50.

CHICAGO.—While the movement is really liberal with advices of much corn headed toward Chicago, the demand continues healthy, with values well sustained, these recently moving up 1c or more to the basis of nearly 67c per bushel for May and July. Cash corn moderately steady, No. 2 in store around 63½c per bushel, choice white and yellow 64@65c.

The oats market was inclined to follow other cereals, showing a reasonable degree of stability. The cash demand proved good, and this helped the situation, even though speculative support was costly lacking. Standard oats in store 48@48½c per bushel, May 46½@47c, Sept., which contemplates oats from the crop not yet shown, 41c.

At New York, very little change was noted in the grain quotations from last month. Wheat

was holding at about \$1.29 per bushel for choice grade, which is practically 10c more than a year ago. No. 2 corn is firm at about 72½c per bushel, which is about the same as quoted a year ago. Oats are firm and a little higher, with natural white 52@55c per bushel, clipped 53@55½c. Rye nominally steady but dull, with f. o. b. New York City 89c per bushel.

## THE OTHER FELLOW

There's a craze among us mortals that is cruel  
hard to name,  
Whereso'er you find a human, you will find the  
case the same;  
You may seek among the worst of men, or seek  
among the best,  
And you'll find that every person is precisely like  
the rest.  
From the meanest "me too" creature, to the leader  
of the mob,  
There's an universal craving for the other fel-  
low's job.  
Each believes that his real calling is along some  
other line  
Than the one at which he is working—take for  
instance, yours and mine.  
There are millions of positions in this busy world  
today,  
Each a drudge to him who holds it, but to him  
who doesn't—play.  
Every owner of a team is broken hearted that in  
youth he missed his call,  
While that same unhappy team owner is the envy  
of us all.  
Any task you care to mention is a vastly better  
lot,  
Than the one especial something which you hap-  
pen to have got.  
There is but one sure way to smother envy's  
heartache and her sob,  
Written by an employee of Armour Packing Co.

Jacob Weinberger, a Pittsburgh teamster, was charged with murder and a true bill returned by the grand jury because of the death of Ignatz Miller, who died December 20 from injuries received when a wagon driven by Weinberger ran over him.

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### THE CHICAGO COMMISSION

Team Owners Association Celebrates Annual Entertainment And Ball. A  
Great Success, Poetry, Dancing, Eating, Etc. The  
Association Is Very Prosperous.

I have been very busy since our recent entertainment and ball or would have written sooner to THE TEAM OWNERS REVIEW. The event took place on the evening of January 29, and I believe it was the most successful we ever held and that is saying a great deal. We had no paid talent to entertain us, but the performers were either members of our association or else friends of theirs.

We had a committee of 18 in charge of the affair. They were decorated with an official badge and a red carnation in honor of President McKinley, whose birthday was on that day.

After getting the orchestra going in good shape, the writer, who was the stage manager, started the program of the evening's festivities by asking our worthy president, Mr. Abbs, to make a short address on "The Benefits of Organization." The next features of the program were several well chosen and extremely well rendered vocal and instrumental selections. In the meantime our worthy past president, Mr. Chard, who, as we all know is quite a poet, read the following:

WASHINGTON HALL, JAN. 29, 1910.

We have met here to-night in Washington Hall,  
Commission Team Owners who do the fruit haul,  
With wives, sons and daughters, all looking so  
fine,

We are all out to-night for a jolly good time.

We are the movers of good things to eat,  
From Randolph Street market, and South Water  
Street.

Now Team Owners all do your part to-night,  
To make this evening one of delight.

True to our own Local we will be everyone,  
For us we are certain many good things it has  
done.

We do not claim perfection, oftentimes we disagree;  
We know that from trouble we never shall be free.

But, my fellow members, let us not be at rest,  
Until we put the teaming business on a level  
with the best.

For, in the business world, there never has been  
found,

One of more importance, so let's push for higher  
ground.

Little petty grievances, never let them stand  
In the way of progress of our Local grand.

Let everyone get busy, put your shoulder to the  
wheel,

Then, I am quite certain, much better you will  
feel.

Now I'm going to mention only a few names,  
Who, in our association have gained no little fame.  
There are many others I might put in this rhyme,  
But will pass them by until some future time.

There's Mr. Abbs, our President, we see him here  
to-night;

I'm sure he has our confidence for he is always  
right.

His rulings from the chair to everyone are just,  
And for his honest methods, we all can in him  
trust.

Mr. Colohan, our secretary, is of the very best,  
If your dues are not all paid, he will not let you  
rest.

He's out to get the money, no staving off he'll  
stand,

And don't you ever think you can him a lemon  
hand.

Then there's G. A. Probst, he is a prime good  
fellow;

He has many many wagons and they're all painted  
yellow.

Then we have two brothers by the name of Frank,  
Also Fisher and Bohner, who are coming up in  
rank.

Then there is our Irish friend, Michael Quirk by  
name,

For hauling empty coops, sure Mike knows the  
little game.

We are always pleased to meet him, and see his  
friendly smile,

Which we know he brought with him from old  
Emerald's Isle.

There's our friend Le Baron, his advice is always  
good,

And by our association he has always firmly stood.  
Through clouds and sunshine, he ever was the  
same,

It gives to me great pleasure to mention here his  
name.

Now I'll stop reciting this mixed up rhyme of  
mine,

As I have already taken up much time.

To see your smiling faces fills me with delight,  
I am sure it is a pleasure to be with you here  
to-night.

During the reading Mr. Chard was many times

applauded for the happy allusions he made to several of our members.

After the entertainment the committee served a buffet lunch. They donned white aprons and served the same as regular waiters. The inner man having been satisfied, the floor was cleared and the dancing began, which was continued until the small hours of the morning. Did we have a good time? Why "real enjoyment" does not begin to describe it, but "nufced."

I am now working toward having a watering trough placed in the vicinity of La Salle and Water street. This is something we need very badly, as we are more than a mile away from any trough whatever. In this project I have the co-operation of Mrs. Fred W. Packard, an official of the Humane Society, and with her aid I think we shall succeed.

We have just received from Secretary Bancroft our quota of auto tickets, and I feel that we shall do our share in the good work for the extension fund of the National Association.

W. J. COLOHAN, Secretary.

#### EAT HORSE IN CHICAGO

In an official report to the Illinois State Food Commission, made public recently, State Inspector Hoey declares that horses are being slaughtered by the wholesale in Chicago and the meat is being sold and distributed for human consumption. The meat, he says, is being cut into roasts, steaks and sausages and is being sold to free lunch vendors in Chicago and to some farming districts. In one place it was found 15 horses a week were killed. At another place casings for sausages were found.

#### ROAD BUILDING IN ENGLAND

According to information furnished by Consul Frederick I. Bright, of Huddersfield, England, considerable interest is being shown by civil engineers, surveyors and others interested in road construction and repair in experiments now being made on the highways between Wakefield and Dewsbury, in this district, under what is known as the "ferromac" system.

Ferromac is a powder, the exact composition of which has not been made public. It is of a cementitious character, binding stones, cinders and other materials into a solid mass, so as to prevent internal attrition and to reduce the dust nuisance to a minimum. It contains no oil or tar and no chemicals injurious to either animal or vegetable life.

The particular slag recommended for use with

it as an aggregate is that produced in the Siemens-Martin acid process of steel making, but the system is adapted to other materials with equally good results. This slag is said to contain a large percentage of iron oxide, very little lime and consequently is hard and tough.

The cost of construction under this system is said to be not much more than good class macadam. The cost of the work is completed near Wakefield was 42 cents per square yard, and when the lengthened life of the road is considered and the amount saved in repairs, it is believed to be exceedingly economical.

The system is said to be especially valuable in the reconstruction of old macadamized roads and in converting them into highways suitable for modern vehicles and heavy traffic. This process is described as follows:

After scarifying the old road surface, a layer of chippings and ferromac powder is put down. Over this the metal is spread about four inches deep. The whole is then rolled dry with a steam roller and afterwards drenched with a mixture of cementing chemicals and water and again rolled to work up the binding materials to the surface. Another layer of chippings and ferromac is then rolled in wet, converting the whole into a solid mass.

In short, the familiar macadam process is followed throughout, the only difference being that instead of using mud and chippings to bind the metal together, ferromac powder and chemicals are used. But that difference means the total abolition of the deadly internal attrition, the grinding of the metal into dust, and yet more dust, which is the fatal weakness of ordinary macadam.

In addition to those already mentioned there are a large number of advantages claimed for it, viz: It forms a waterproof crust which is solid throughout, adapted to wheels of all kinds, and to all gradients. It does not require any special plant and roads can be constructed or repaired in any kind of weather except frost. It prevents mud and dust, renders scraping unnecessary, and makes a surface which is free from the danger to animals and vehicles of slipping.

#### CURING A MULE

A mule in a pack train which was usually loaded with salt discovered that by lying down when fording a certain stream and allowing the salt to dissolve he could lighten his burden. The muleteer once loaded him with sponges instead, which absorbed water when he lay down in the stream and made his burden fourfold heavier. The mule was cured of his smartness.



## THE BALKY HORSE AGAIN

The main object to accomplish in order to start the balky horse is to attract his attention from the load—his seat of trouble. Like the kicky cow, the balky horse usually has a reason for his actions, and when he reissues to pull the first thing to be done is to search for the cause. See that his collar is not too small or ill-shaped; and that the harness fits up snugly, no straps, buckles or hard objects being pressed against the skin. If, upon inspecting, the load seems too heavy for the horse, be man enough to unload till you feel sure that he can easily move it. None of these conditions being present your move should be one of strategy. Never betray, by word or sign, the exasperation provoked by such a situation, as the horse will be quick to notice it, and he also will be about as determined to stay as you will be for him to move on. Keep cool; lay down the whip; proceed gently. Whioa, boy! With the hope of diverting his attention, shift the harness around a little, as though adjusting them; pet him; pick up his foot; clean the dirt from the frog; tamper with the shoe; do anything and everything that might aid in causing him to forget he is "stuck." After this strategic move, take up the lines and call out for the team to move up, just as though nothing was wrong.

In most cases that will be sufficient. When it is not, you probably have on hand one of those confirmed balkers, and must deal with him accordingly. The whip rarely has any effect on such an animal, unless, indeed, it makes him still more obstinate. Again, what will start one balky horse may fail to start another; and it may require the trying of several methods before satisfactory results are obtained, so the simplest and easiest of the following may be tried first: A few drops of cold water in the animal's ear often will start him on the double-quick.

Bind a thick cloth or a large handkerchief firmly over the horse's eyes, making sure that the light is totally excluded. The effect on the nerves caused by the unusual change may cause the animal to pull, with the hopes of escape. Press the fingers firmly on each side of the nose, forcing the nostrils shut, thus closing the air passages to the lungs. Hold on tightly for a few moments and watch the horse's hoofs do not strike you, for he will go out a-climbing in a mighty short time. Tying the horse's tail in some part of the load sometimes will start the balker. That part of the load to which the tail is attached must of course be light enough to

**\$3.50 Recipe Cures Weak Kidneys Free**

Relieves Urinary and Kidney Troubles,  
Backache, Straining, Swelling, Etc.

**Stops Pain in the Bladder, Kidneys & Back.**

Wouldn't it be nice within a week or so to begin to say goodbye forever to the scalding, dribbling, straining, or too frequent passage of urine, the forehead and the back-of-the-head aches; the stitches and pains in the back; the growing muscle weakness; spots before the eyes; yellow skin; sluggish bowels; swollen eyelids or ankles; leg cramps; unnatural short breath; sleeplessness and the despondency.

I have a receipt for these troubles that you can depend on, and if you want to make a **QUICK RECOVERY**, you ought to write and get a copy of it. Many a doctor would charge you \$3.50 just for writing this prescription, but I have it and will be glad to send it to you entirely free. Just drop me a line like this: Dr. A. E. Robinson, K-1955 Luck Building, Detroit, Mich., and I will send it by return mail in a plain envelope. As you will see when you get it, this recipe contains only pure, harmless remedies, but it has great healing and pain conquering powers.

It will quickly show its power once you use it, so I think you had better see what it is without delay. I will send you a copy free—you can use it and cure yourself at home.

move sufficiently not to strain the tail when the animal starts. Or, better still, tie it with a cord that will break before any damage could be done.

But the most successful cure, perhaps, for the balky horse is the starving cure, which is simply tying the animal up, right where he refuses to pull, and leaving him there without feed or water till he does pull. But there are drawbacks to this plan. It would not be right to leave the animal exposed to extreme heat or cold, and it is not a desirable plan to practice on the public highway, since it might place one in an embarrassing position. A humane officer might even demand an explanation. But in the timber or the field it may be carried out. One must exercise his own discretion in determining the length of time the horse should be deprived of nourishment if he persists in not pulling. However, it is not at all likely that the animal will punish himself over twenty-four hours, and he will probably be ready to start at the end of four or five hours, if he is given the chance. Once you begin this treatment let nothing short of the fear that the horse will die of starvation cause you to unhitch and relinquish the task, as that would about complete his ruin.

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### BLACKMAIL OR POISON

James McCloud, a bartender of 248 West Thirty-fifth street, and John Bean, an electrician of 152 West Twentieth street, were arrested a few days ago in New York City and charged with poisoning a horse belonging to the McDermott Milk Company.

George B. Clausen and F. S. Snitzer, Pinkerton detectives, had been following the men for months. They say that they saw McCloud and Bean give a lump of sugar to a horse which was hitched to a milk cart standing in West Thirty-fifth street. After having the men arrested the detectives went to the offices of the McDermott Milk Company at 527 West Thirty-eighth street where they learned that the horse was dead.

Magistrate Breen in the West Side police court held the men in \$500 bail for examination.

An agent of the S. P. C. A. who was in court said that more than 50 horses have been killed in the last six months by poison. He said that in most cases arsenic had been used, but that in some cases traces of cyanide of potassium had been discovered.

He said that the work of poisoning horses started last year when the drivers of the Slawson-Decker Sheffield Farms Milk Company were on strike, but that since that time many horses belonging to other people had been poisoned.

"It has become almost a common thing for horse owners to receive a demand over the telephone for \$1.00 or more coupled with a threat that their horses will be poisoned if they refuse to give up. Some of these threats were carried out, but many horse owners paid the money."

### THE CARE OF STEEL RIMS

Sometimes on removal of tires the rims are found to be a very long way from proper condition. Not only are they perhaps covered with a layer of rust, but they may also be corroded to a depth that makes them hardly strong enough to stand the strains they are subjected to. Besides the damage to the rims themselves, rust is an enemy to the fabric of the tires' outer covers, and also deteriorates inner tubes if allowed to permeate through the division of the cover where it fits in the rim. When rims are attacked with rust in this manner, no time should be lost in attending to them and in restoring them to a proper condition. Before attempting to paint rims with anything, it is all important to very

thoroughly scrape and scour all the rust away, especially in the corners of the raised flanges where the heading of the cover is ensconced when the tire is in position. Two coats of good black varnish should then be given, taking care to work it thoroughly into the surface of the metal which is pitted by the corrosion, and also to see that the first coat is dry and hard before applying the second.

If this is done thoroughly, and the operation repeated sufficiently often, the rust fiend will be kept at bay, but as an additional precaution it is not a bad plan to cover the bed of the rim with a layer of broad webbing as well. There is a liquid cement sold for sticking on bicycle rubber handles and baby carriage tires that will answer all requirements for cementing webbing firmly to the rim; or, failing this, there is also a solid cement used for the same purpose that will suffice if used properly, and the only thing that the use of the solid cement involves that is troublesome is the thorough heating of the rim which its use makes obligatory, since it will not adhere properly to metal unless the metal is considerably hotter than the melting point of the cement. A little hand blow-lamp is the best thing to use to ensure getting the rim properly warmed, and at the same time the cement can be spread over the surface with a piece of iron so as to get it to lie without lumps and evenly all round the rim, as it must do if a good job is to result.

The webbing can then be stretched on and overlapped at the valve hole, and a few stitches put in for extra security, and finally a piece of smooth iron should be heated and rubbed round the webbing, so that the cement soaks into the substance of it to a certain extent, and thus obtains a firm hold. A good layer of French chalk rubbed into the webbing before putting on the tire completes the job. Not only is the rim and the cover protected by this means, but at the same time the creeping tendency of the tire is counteracted to a great extent, so much so that security bolts are hardly required.—The Crow Bar.

### HAUL 20 TON TABLE

With 10 horses a steel transfer table weighing 40,000 pounds was hauled from the plant of the John Eichlay, Jr., Company, Pittsburgh, Pa., to the Homewood barns of the Pittsburgh Railways Company, a distance of 9 miles, to be used for transferring the new cars from one track to another in the barns. It was hauled over the South Twenty-second street bridge.

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## BRITISH ARMY HORSES

The British army council have received the annual report of the army veterinary service for 1908-09. During that period the deaths and destructions were the lowest for 13 years, while compared with the previous year the castings for disease were reduced by nearly 1 per cent., which represents a saving of 200 horses. Twenty-nine deaths from disease of the circulation were recorded, a small number, but an increase of ten on last year. This class of disease appears to be on the increase, and is generally considered to be due to working unfit horses at high pressure.

It would almost appear that the motor car has temporarily disturbed our judgment of endurance, when we learn of seven horses being killed in one day's maneuvers from over-marching, four more in the course of a day or two from the same cause and two in one regiment in a single gallop. The admissions to veterinary hospitals from exhaustion are altogether nearly double what they were in the previous year. Pneumonia and pleurisy claimed 54 horses. Strangles killed 12 horses, but this is not a full expression of its destructiveness. It is thought that probably nearly all the pneumonia of young horses is due to the organism of strangles, while the after effects may be felt for two years in the production of "roarers." No less than 117 horses were cast for this disease, the majority of which are considered to be due to strangles. The importance of bringing strangles under control cannot be overestimated. Diseases of the digestive system provide, as in previous years, the heaviest source of loss. Fractures are the second largest source of loss, 97 horses having died or been destroyed for various forms of fracture. There is a marked reduction in the number of horses destroyed.

The wastage by castings is almost entirely confined to respiratory apparatus, limbs and feet. The deathrate from lockjaw was somewhat higher than usual.

From the average number of horses constantly sick in hospital it is gathered that wounds and contusions are the major cause of inefficiency. It is satisfactory, however, to note that the average number of horses daily under treatment for all causes was 108 less than in the preceding year. For some time past the army veterinary department have been endeavoring to protect horses against strangles by means of a vaccine or by inoculation, to so weaken the attack as to modify the course of the disease. It is well known that the class of organism to which strangles belong

may, by suitable methods, be made to furnish a serum, which, when inoculated into a susceptible animal, confers a temporary protection against the disease. Working on these lines, various protective strangles sera have been produced, of which three have been submitted to experimental test during the year. The immunity conferred by a serum is only temporary, but if it can be made to last one or two months the time thus gained is invaluable, for strangles is only maintained in the army by the regular introduction of the disease by means of remounts, which in turn contract it in dealers' stables. If army remounts can be protected immediately they are bought, strangles should be capable of control.

## BAIT FOR STUBBORN HORSE

An ingenious scheme to move a stubborn horse was employed one afternoon recently on Broad street, New York. The wheel of a truck became wedged in a rut in the pavement. After vainly trying to get the horse to move forward the driver of the truck began to ply the whip, with the result that the horse became stubborn and refused to make any effort.

Two or three men put their shoulders to the truck without avail and the driver was in a quandary when another truck loaded with green bananas came along. The driver of this truck stopped his horse and jumped down from his seat to give the first driver a little advice.

The driver of the stubborn horse wanted to break off a green banana from one of the bunches in the other driver's truck, but the second driver would not allow him to do so. Instead of breaking off a banana the driver of the second truck backed up his truck so that the stubborn horse could almost reach the fruit by stretching his neck, but at the same time could not bite one of the bananas without moving forward.

The stubborn horse when he caught sight of the green fruit stretched his neck as far as he could, only to find that he was a couple of inches short. The horse deliberated a few minutes and when he showed a willingness to move forward the men again put their shoulders to the wheels of the truck. Finding he had assistance the horse moved forward, but at the same time the driver of the truck in front moved his horse and the stubborn animal found that he was just as far away from the bananas as he was before. So he moved forward again. By this method the horse was finally coaxed to pull the truck out of the rut, and the driver of the second truck continued to drive the load of bananas in front of the stubborn horse for a block or so.

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# LAUGH AND THE WORLD LAUGHS WITH YOU

## GIVE HER EVERYTHING.

Votes for women, coats for women,  
Hats for women, too;  
Clothes for women, beaux for women,  
Any kind will do.

Hips for women, trips for women,  
Timely winter jaunts.  
'Tis inhuman to rob woman  
Of a thing she wants.

## A FRESH START.

"What are you going to give up for Lent?"  
"The same things I gave up at New Years."

## A SOLUTION.

"I can't please my family with my marketing.  
What one likes, another doesn't."

"I know how it is. I have given the matter  
deep thought. The only way to satisfy a house-  
hold is to hire a short-order cook and run the home  
as a family hotel."

## AS IT HAPPENED.

"Pa," said little George, "I've chopped down  
your favorite cherry tree."

"That's a good start toward the presidency, son,"  
responded wise Mr. Washington. "Now split it  
into rails."

## NOTHING-ELEVATING.

Money talks, seldom balks,  
Does not flag;  
But its gas is, alas,  
Mostly brag.

## CONTRASTING ODORS.

"Look out of the window, Muriel. Ferdy is  
waiting on the doorstep with a bunch of violets  
How romantic!"

"It might have been romantic," complained the  
young lady, "but the minute I open the door he'll  
know we're having cabbage for dinner."

## LOOKS LIKE DISCRIMINATION.

"Why must the artists and actors hog it all?"  
"I don't understand."  
"Why can't a hod-carrier have temperament?"

## A GENUINE NOVELTY.

"Why was Jones' story such a success?"  
"It was so odd. He had a spendthrift Scotch-  
man for the hero."—Buffalo Express.

## RIFT IN THE LUTE.

"The magazines are buying lots of poetry nowa-  
days."

"Yes," admitted the dialect poet, "but things  
ain't as they oughter be. The magazines de-  
cline to run long poems as serials."

## A WONDER.

"What a quaint old teapot? And you say it  
has been in the family since the year 1810?  
Then it is a century old! It has outlasted an  
entire 100 years!"

"Yes, and probably 300 cooks."—Chicago Trib-  
une.

## A USURER REBUKED.

Shylock was bargaining for his pound of flesh.  
"Nothing doing," answered Portia, "we are on  
the vegetable wagon."

Not understanding the term, Shakespeare wrote  
up a different version.—New York Sun.

## OH, MAN! MAN!

Maud—Jack swears that he would traverse seas  
just to look into my eyes.

Ethel—He called on you last night, as usual?

Maud—Not last night; he telephoned me that it  
was raining too hard.—Boston Transcript.

Foreman (calling up to workman)—Phwat are  
yez doin' up there, Casey?

Casey—Ol'm layin' bricks, av coorse.

Foreman—Re Hivins! by the stillness av ye,  
yez moight be layin' eggs.—Boston Evening Rec-  
ord.

# LIKED TO SEE HORSES RUN

"Because he wanted to see the horses run," John  
Byers, a teamster of Evansville, Ind., confessed,  
according to the police, that he set the fire that  
destroyed the building of the "Journal-News" last  
week, and had caused other fires in the business  
district.

Satisfaction of his mania, the police say, has  
cost property owners \$200,000.

A peack-basket hat worn by a young woman  
caught the eye of a horse as it was driven aboard  
the ferryboat that plies between Bergen Point,  
N. J., and Staten Island, N. Y., and he stretched  
his neck to grasp the cherries.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

## *The Motor Truck and Automobiles*

### **Autos Ousting Horses.**

Some interesting impressions of the "overwhelming automobile life" in New York and of industrial America are given by Wilhelm Opel, of Berlin, one of Germany's most prominent motor-car manufacturers, who has just returned from a trip to the United States.

Herr Opel asserts that Europeans have no conception of the magnitude of automobile traffic in New York, which is rapidly driving horses into oblivion. The disappearance of horses is gradually ridding Gotham of flies, which are deserting the atmosphere of benzine, grease and oil for more nourishing climes.

### **Cost of Running Electric Vehicles.**

The Waverley Company, in a pamphlet recently issued, gives some interesting information concerning the cost to users of Waverley electric vehicles. A number of questions were submitted to users of these vehicles requesting information as to the average monthly bill for electricity, approximate monthly distance traveled, experience with life of the battery, monthly allowance for battery renewals and some other queries. The replies to the question as to cost for electricity were divided into two classes, for vehicles kept in private garages and for those kept in public garages. It was found that the cost for private charging in the state of Indiana averaged \$6.37 per month; in the Middle West States, \$5.67 per month; in the Eastern States, \$4.11 per month; in the Southern States, \$6.07 per month, and in the states west of the Mississippi, \$4.32 per month. The cost of storage, service and current for vehicles kept in public garages averaged for the whole country \$21.50 per month. Some typical reports on costs are printed with the names and addresses of the owners.

In answer to the question as to the monthly distance traveled 12 owners reported more than 500 miles per month, the highest being 750 miles. The average for the state of Indiana was 352 miles; for the Middle West, 321 miles; for the Eastern States, 390 miles; for the Southern States, 331 miles, and for the states west of the Mississippi, 488 miles. The answers to the inquiry for experience as to the life of batteries gave an average life ranging from two years in the state of Indiana to two years and eight months in the

states west of the Mississippi. The average monthly cost of battery renewal was \$5.73 in Indiana, \$5.01 in the Middle West States, \$4.85 in the East, \$5.88 in the South, and \$4.44 in the states west of the Mississippi.

### **More Taxicabs In Pittsburgh.**

The threatened taxicab war between the Pittsburgh Taxicab Company and the Excelsior Express and Standard Cab Company is on in earnest. The Excelsior Company put into operation 30 new cars just received, and the rivalry for patronage has started.

The new cars are larger than the cabs of the Pittsburgh Taxicab Company, but the rates will be the same. The Atlas Automobile Company of Springfield, Mass., built the new cars. They are of 30 horsepower, are of the landaulet type, and the driver is under cover at all times, the top of the body extending out over the seat. The Excelsior Company says it will have 30 cars operating day and night. Fifteen more cars have been ordered and will be delivered as soon as the factory can build them.

Last fall, after the success of the Pittsburgh Taxicab Company's venture was assured, the Excelsior Company decided to change its motive power from horse to gasoline. The company announced that it would make the change and cars were ordered, but as they had to be built to order the first shipment was not received until recently.

For years the Excelsior Company has had the cab privileges at all the railroad stations in the city. It will now establish stations at nearly all of the down-town hotels, besides having motor-driven vehicles at the stations to displace the old horse-drawn cabs.

### **Team Haulage Cableway.**

For the purpose of assisting teams of horses in hauling heavy loads up a grade varying from 15 per cent. to 20 per cent. for 2,000 feet in Seattle, Wash., a team cableway, driven by electric motors, has been placed in service. Use is made of a  $\frac{3}{4}$ -inch steel cable which is capable of hauling simultaneously six 3-ton loads with the wagons. The time consumed in transit is about 10 minutes. As actually operated, a rope is connected between the cable and the axle of the wagon which is steered by the horses in the regular manner, the

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**Address,  
Transfer Co., Team Owners Review.**

speed being such that the horses walk in front of the wagon without attempting to pull the load. The charges are based upon the number of horses assisted, rather than upon the weight hauled, the rate being 30 cents per horse. The conveying was designed by the W. Montelius Price Company, Seattle.

#### **A Uniform Auto Law.**

The American Association of Automobilists held a convention at Washington, D. C., the other day for the purpose of formulating plans for the enactment of uniform state laws affecting automobiling.

#### **How The Auto Hurts.**

Joseph I. Markey says in the Horse Review:

Two important lessons were taught by the Chicago horse sale. These are: (1) That the buyers are seeking only high-class stock. (2) That there is no strong demand for such horses as were formerly sold for road use at prices ranging from \$250 to \$300.

I think it well to acquaint the public with these facts, and while doing so it will be well to review the situation and attempt its analysis.

The slack demand for road horses doubtless comes largely from the growing use of automobiles and the danger accruing to horse-drawn vehicles when an attempt is made to drive on the streets of cities and large towns. Many who in the past used horses for pleasure driving have abandoned the practice, not because they have lost interest in horses but rather because they fear the "benzine" buggies which, like juggernauts of old, constitute a constant menace to life and limb. I have talked with a number of horse lovers here in Chicago, also in other cities, and all tell the same story: "Too dangerous; don't care to take a chance with horses when automobiles are whirling around every corner, keeping one on a nervous tension for fear of an accident; if automobile drivers were less reckless it would still be

possible to take pleasure in road riding, but the utter disregard of safety or the rights of the road that most of them display is simply appalling." Expressions of this sort one hears constantly, and while the situation thus indicated is anything but pleasing to horse lovers it nevertheless exists and had as well be recognized.

Perhaps the great public will arise and demand protection against speed-crazed chauffeurs, making them conform to laws which will protect the lives of other people who use the streets—but as things are now, it keeps the most wary and active person busy dodging the devil wagons every time a street has to be crossed.

The question naturally arises, What effect will this have on the horse market?

The recent demonstration supplies the answer. Geldings that were possessed of some speed and were fairly good looking sold for an average of about \$150; mares of the same sort that had not sufficient breeding to make them desirable for the harem brought a like sum, whereas a few years ago such horses would have sold around \$300. Another class of horses that sell for little or nothing at the auction sales is aged brood mares. Always there is suspicion as to the fertility of old mares and no matter what they have done in the way of producing performers they sell for a song.

You can't beat a live farmer for quick wit. Grange Master Ladd of Southbridge, Mass., has divided pedestrians on auto roads into two classes—"the quick and the dead."

#### **WANTED.**

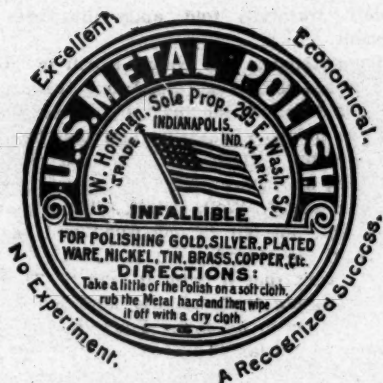
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**Care of Team Owners' Review.**

**Renshaw Bldg., Pittsburg, Pa.**





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Prof. Jesse Beery is acknowledged to be the world's master horseman. His exhibitions of taming man-killing horses, and conquering horses of all dispositions have thrilled vast audiences everywhere.

He is now teaching his marvellously successful methods to others. His system of Horse Training and Colt Breaking opens up a most attractive money-making field to the man who masters its simple principles.

Competent Horse Trainers are in demand everywhere. People gladly pay \$15 to \$25 a head to have horses tamed, trained, cured of habits—to have colts broken to harness. A good trainer can always keep his stable full of horses.

If you love travel, here is a chance to see the world, giving exhibitions and making large profits. You will be surprised to learn how little it costs to get into the Horse-Training profession.

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### THE USE AND ABUSE OF THE WHIP

A writer in the Rider and Driver passes some interesting comments on the use of the whip. He says:

The unnecessary application of the whip by the great majority of drivers of horses is greatly to be deplored, but a little of it is sometimes advisable. The patient and willing servant of mankind, as a rule, requires no flagellation. A "chirrup" or word of encouragement is usually sufficient stimulus to even a tired or sluggish animal that is used for pleasure or light work.

From sheer wantonness or habit, many drivers continuously flick the animal driven until from a nervous start, having become accustomed to the whip, it pays no attention to it whatever.

Some horses of nervous temperament, however, never become reconciled to this habit and fret and worry during the entire drive.

The use of the whip in emergencies is not to be denied. Quick and intelligent application of the lash has frequently saved the lives of the occupants of carriages as well as those of the horses themselves, but these occurrences are comparatively rare. It requires no stretch of the imagination to determine what emergencies justify the use of the whip in reference to carriage horses.

Of draught horses it may be said that while they are often unmercifully beaten and lashed by brutal teamsters, without rhyme or reason and when the animals are exerting every ounce of their strength in hauling outrageously heavy loads, exceptional cases demand a little punishment. An

anecdote, truthfully told, aptly illustrates this statement:

A Long Island farmer bought a pair of "likely" work horses and soon found out that one of them was "too lazy for any use"; so he sold the pair to a neighbor, assuring him that he had a "willing team." Back came the last purchaser demanding his money. "Didn't you say this was a 'willing team'?" Well, it isn't; that nigh horse is all right, but the off one won't pull and lets him do all the work."

"Well, isn't that a 'willing team?' The nigh horse is willing to do all the work and the off one is willing to let him. You'll have to keep the team." And he did.

It is particularly noticeable that the horses that daily haul the heavy farm wagons of "garden truck" to market are "willing teams." One horse has become tricky. He finds that he can lag back until his side of the wiffletree is far behind his mate's and his traces are comparatively slack. The other horse throws all his strength into the collar and pulls most of the load. Right there and then a little whiplash would do no harm and would be "good medicine."

Generally speaking, the use of the whip is herein decried. Its use in moderation in driving a sluggish animal is preferable, however, to constant jerking of the reins. This is a senseless and pernicious habit of innumerable drivers of horses. Twitching and constant jerking soon ruin the sensitive nerves of the tongue and render the animal a boring and objectionable driver.

The reason why so many workingmen  
Can't see where they're at loss,  
Is they keep one eye on the timepiece  
And the other on the boss.

**Beecher Draft Spring Co.,**

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Write for Catalogue.

**"MAN'S MECHANICAL HUMANITY TO THE HORSE"**

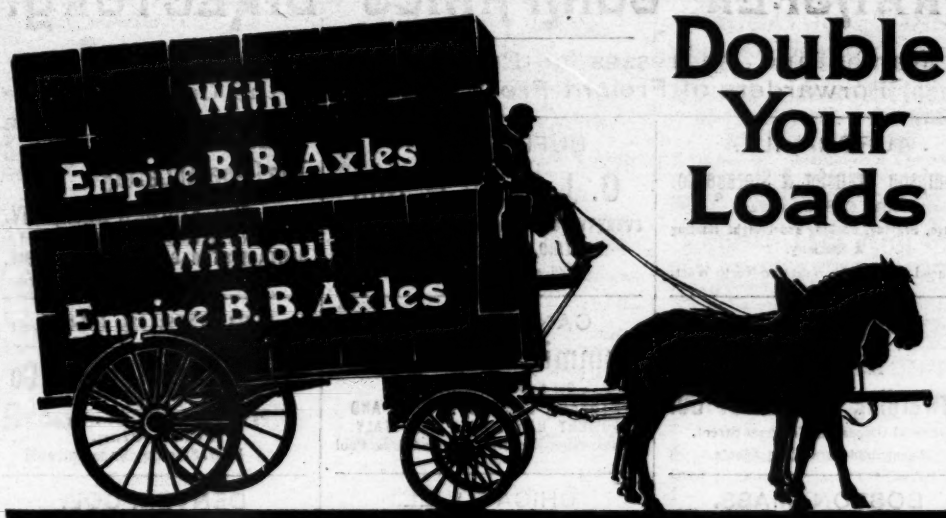


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Empire Ball-Bearing Axles are made for all heavy service, such as Brewers, Coal and Ice Dealers, Machine and Safe Makers, Manufacturers and Wholesalers in all lines, Express and Transfer Companies, Liverys, Construction Contractors, Riggers, Furniture and Piano Movers, Fire Departments, etc.

These axles can be substituted for ordinary axles by any blacksmith or wheelwright and without requiring new wheel. They are furnished as regular equipment on new wagons by manufacturers, or your regular wagon builder will build them in your wagon to order.

Standard Oil Company has over 100 sets in use, and many other large concerns have found them a paying investment.

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Write us for further information and name of our nearest representative.

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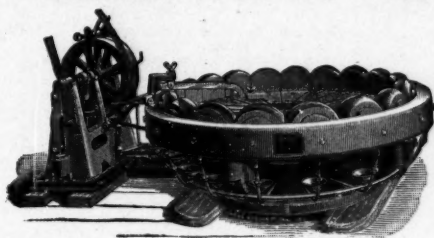
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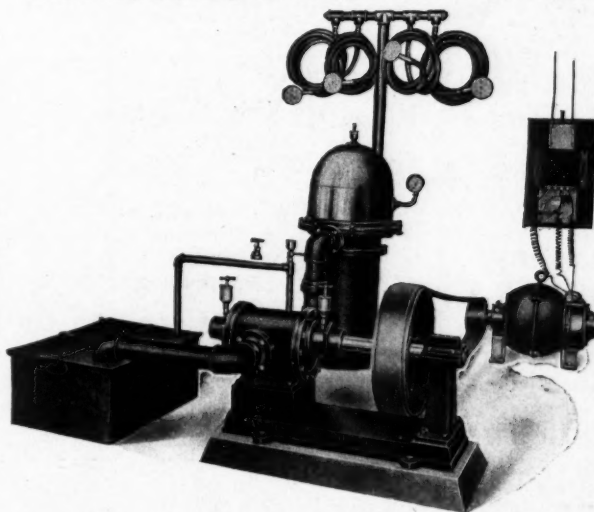
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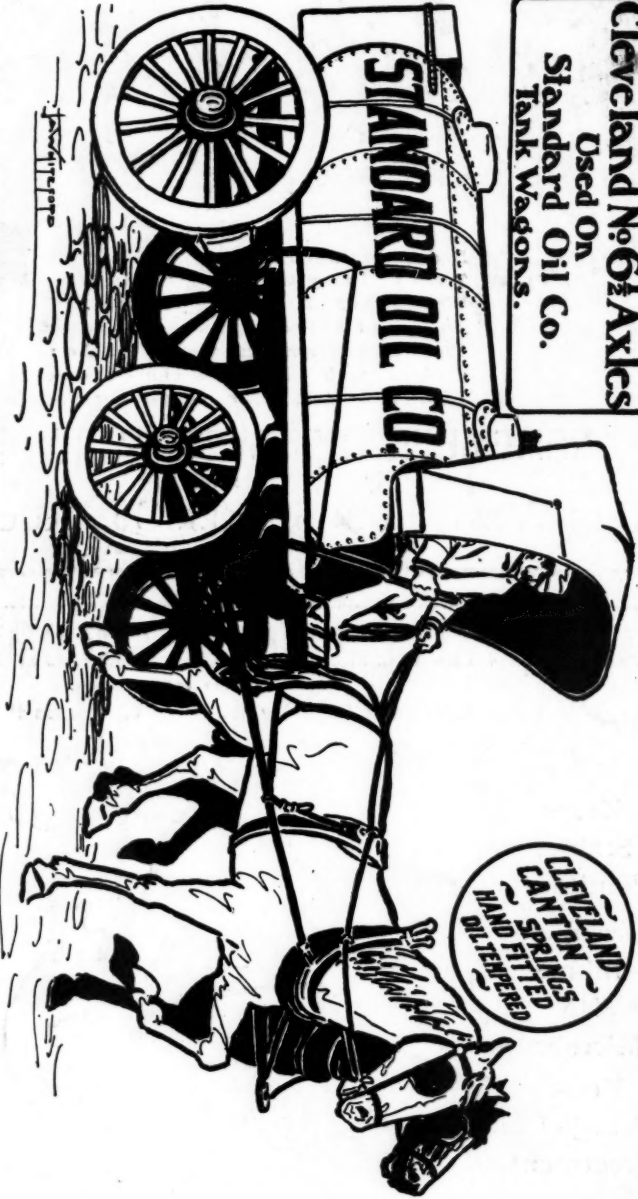
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